

Transportation

Vision...

To provide a circulation system enabling people to live, work, shop, and play in the Denny Regrade and all of Downtown Seattle without a car.

To accommodate vehicular access, egress, and parking supporting residences, businesses institutions and destinations within the Regrade

To manage routing and growth of vehicular traffic that uses the Regrade as a through-corridor and to mitigate neighborhood impacts.

The Denny Regrade neighborhood's transportation network includes its streets, sidewalks, bicycle facilities, the existing monorail, the Waterfront Streetcar, and the Burlington Northern Santa Fe (BNSF) Railroad mainline tracks along the waterfront. Except for the BNSF tracks, all of the transportation facilities are publicly owned, maintained, and operated.

The City of Seattle's *Comprehensive Plan* outlines the City's goals related to the use of its streets. The City recognizes that there is a limited amount of street space, and it is unlikely to expand this space significantly. Therefore, the City's street space must be carefully allocated among the competing uses. These City's goals related to use of streets include:

- G8: *Make the best use of the City's limited street capacity, and seek to balance competing uses.*
- G9: *Ensure adequate capacity on the street system for transit and other important uses.*
- G10: *Support a shift towards transit, carpools and vanpools, bicycling, and walking.*
- G11: *Support efficient freight and goods movement.*

G12: *Differentiate among the various functions of City Streets.*

G13: *Protect neighborhood streets from through traffic.*

This transportation plan presents information about various elements of the transportation network including: transit, vehicular access and circulation, non-motorized facilities, parking, and freight access. For each element, information about the existing conditions within the neighborhood is presented, followed by the city and neighborhood goals and recommendations. High, medium and low priorities for the recommendations were set by the Denny Regrade Transportation Committee at a meeting on July 21, 1998.

Transit

Existing Conditions

The Denny Regrade is a conduit for approximately 60 bus routes operated by King County/Metro. All routes through the Denny Regrade are also destined to or from downtown Seattle. Bus routes currently exist on all north-south streets in the neighborhood. The east-west streets where transit service is most concentrated include: Blanchard Street, Bell Street, Virginia Street, Lenora Street, Stewart Street, Denny Way, Broad Street, and Cedar Street, yet no route crosses Belltown to and from the waterfront on east/west streets. Table A in the Appendix lists all of the bus routes in the neighborhood.

Goals and Objectives

Seattle's *Comprehensive Plan* addresses transit service and defines the City's Transit Priority Network. Transit priority streets in the Denny Regrade include: Denny Way, SR 99, Second Avenue, Fourth Avenue, and Stewart Street. Goals for transit included in the *Comprehensive Plan* are as follows:

- G18: *Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.*
- G19: *Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.*

The Denny Regrade neighborhood desires to consolidate the transit service to a few major corridors. This would increase the frequency of service on these streets. Other goals include increasing the speed and reliability of bus service, and creating multi-modal hubs in the neighborhood.

Transit recommendations that are the highest priority for the Denny Regrade neighborhood include the following:

Recommendation: Designate First and Third Avenues as the principal north-south transit corridors.

Background

By focusing transit onto the neighborhood's two-way streets (First Avenue, Third Avenue, and in the future, Sixth Avenue), transit patrons would be able to catch the bus on the same street where they alighted from the bus. This would reduce the confusion that currently exists when the one-way streets of Fourth Avenue and Second Avenue are used for transit service.

This recommendation is consistent with the recommendations in the ongoing Downtown Circulation Study. It would require a change in the City of Seattle's Transit Priority Network that identifies Second and Fourth Avenues



Third Avenue

as transit priority streets. The neighborhood also desires to maximize the transit service on Third Avenue because of its central location in the neighborhood, and its connectivity to key transit routes in downtown Seattle. As discussed later in this section, Third Avenue is a good candidate for a transit corridor because it currently has the lowest traffic volume of any north-south arterial in the Denny Regrade neighborhood. As part of this recommendation, the neighborhood wants to discourage local transit service on Second and Fourth Avenues, although these streets could be used to provide through service to other neighborhoods. Consideration should be given to elimination of private automobiles on Third Avenue between Yesler and Broad Streets.

Recommendation: Create one or two well-designed, well-maintained, and well-managed pedestrian multi-modal hubs in the neighborhood.

Background

These hubs would provide a central location for transferring between transit and other modes of travel such as jitney, taxi, and bicycle. It could also provide other amenities such as bicycle storage lockers, telephones, and neighborhood retail services that are open in the evening. One option is to co-locate a multi-modal hub with a future community center.

Recommendation: Improve transit service to the Waterfront, Capitol Hill, the University District, and southeast Seattle.

Background

Transit service between the Denny Regrade and these other neighborhoods is currently poor or non-existent. The neighborhood desires transit service connecting to these other areas. One option for improved transit service to and from Capitol Hill is to relocate one or more of the routes between Capitol Hill and downtown Seattle so that they pass through the Denny Regrade.

Other transit recommendations for the neighborhood include:

- Provide transit stops every three blocks. Transit stops located every two blocks increase transit delay; stops every four blocks are too far to provide convenient access for riders.
- Promote jitney/shuttle service throughout the Regrade with handicap provisions and waterfront connections.
- Designate Broad Street and Cedar Street from Tillicum Place to First Avenue as minor east-west transit streets. Remove transit street designation for Vine Street.
- Provide trolley wires on First Avenue from Virginia Street to Broad Street and on Cedar Street between First and Third Avenues.
- Consider transit service on Bell and Blanchard Streets between Denny Way and First Avenue as part of service to Capitol Hill. Smaller transit vehicles on these streets would be desired to compliment their Green Street designation.
- Evaluate providing bus bulbs on Third Avenue and allowing buses to stop in the driving lane to speed transit service.
- Support providing "low-floor" transit to speed transit service.
- Extend the Metro free-ride zone to Denny Way/Broad Street.
- Support future streetcar/light rail service on Third Avenue.
- Enforce no stopping/no standing in bus zones by non-Metro vehicles.



Vehicular Access and Circulation

Existing Conditions

City of Seattle Transportation (SEATLAN) designates streets as principal arterials, minor arterials, collector arterials, and local access streets

depending upon the street's function in the roadway network. Principal and minor arterials in the neighborhood are summarized in Table 1. There are no collector arterials in the neighborhood. All non-arterial streets are considered to be local access streets.

Table 1. Arterial Classifications

Principal Arterial	
Alaskan Way	First Avenue
Elliott Avenue	Third Avenue
Western Avenue (Denny Way to SR 99)	Fifth Avenue (south of Denny Way)
Second Avenue	Wall Street (between Alaskan Way and Second Avenue)
Fourth Avenue	Battery Street (between First and Fourth Avenue)
Sixth Avenue	Lenora Street
Denny Way	Virginia Street
Broad Street	Western Avenue (South of SR 99)
Battery Street (between Fourth and Sixth Avenues)	
Wall Street (between Second and Sixth Avenues)	
Stewart Street (between Second and Fifth Avenues)	
CD 00	

Source: City of Seattle Data Viewer.

The north-south avenues through the Denny Regrade are the most heavily traveled since they connect downtown Seattle to other neighborhoods located north of downtown. Of these, Elliott Avenue and Western Avenue have the highest daily and PM peak hour traffic volumes. Approximately 70% of all traffic on Western Avenue and Elliott Avenue is destined to or

from the Alaskan Way viaduct. The avenue with the lowest traffic volume is Third Avenue. The traffic volumes for the north-south avenues are summarized in Table 2; the streets are ranked according to their daily traffic volumes.

Table 2. Average Daily and PM Peak Hour Traffic Volumes for the North-South Avenues

North-South Street	Average Daily Traffic			PM Peak Hour Traffic		
	NB	SB	Total	NB	SB	Total
Elliott Avenue (north of Viaduct)	0	24,900	24,900	0	2,500	2,500
Western Avenue (north of Battery)	24,500	0	24,500	2,000	0	2,000
First Avenue (north of Lenora)	10,700	4,700	15,400	1,200	300	1,500
Fourth Avenue (north of Lenora)	15,300	0	15,300	1,500	0	1,500
Alaskan Way (south of Blanchard)	7,800	6,000	13,800	1,000	800	1,800
Fifth Avenue (north of Lenora)	0	12,900	12,900	0	900	900
Second Avenue (north of Lenora)	0	12,000	12,000	0	1,000	1,000
Third Avenue (north of Lenora)	5,300	3,900	9,200	600	300	900

Source: City of Seattle Historic Traffic Volumes for 1996 and 1997.

NB = Northbound SB = Southbound

Stewart Street, along the neighborhood's southern boundary, is the most heavily traveled east-west street in the neighborhood. In 1997, the daily traffic volume was approximately 13,900 vehicles, and the PM peak hour volume was approximately 1,100 vehicles. Broad Street is the next most heavily used east-west street. In 1997, the daily traffic volume was approximately 12,200 vehicles and the PM peak hour traffic volume was approximately 1,000 vehicles in both directions. According to the City of Seattle's traffic count database, the highest traffic volumes on Broad Street occur between First and Second Avenues. The City of Seattle maintains

very little data for the other east-west streets in the neighborhood (source for traffic volume data: City of Seattle Historic Traffic Volumes, 1997).

Goals and Objectives

As noted above, streets in the Denny Regrade are designated as principal arterials, minor arterials, and local access streets. The following summarize the City of Seattle's Comprehensive Plan policies regarding arterials:

- T15: Designate principal arterials, a transit priority network, and major truck streets... to identify the key functions of these streets. Make operating, design, access, or service changes to enhance the key function of streets if hindered by congestion, while preserving pedestrian facilities.*
- T16: Facilitate through traffic on principal arterials and connect with regional facilities.*
- T17: Discourage the diversion of traffic from regional roadways and principal arterials onto lesser arterials and local streets.*
- T18: Use neighborhood traffic control devices to divert through traffic from local streets and collector arterials where appropriate.*

The Denny Regrade neighborhood wants to limit the growth of traffic passing through the neighborhood on the way to downtown Seattle. To that end, improvements that increase the capacity for vehicular traffic would have to be balanced against the neighborhood's desire for streetscape and pedestrian improvements.

The neighborhood has defined two high priorities related to vehicular traffic and street designations. These are both related to access to the waterfront along Alaskan Way.

Recommendation: Oppose the Broad Street overpass project.

Background

The neighborhood opposes construction of an overpass of the BNSF railroad tracks near Broad Street since the benefit to traffic congestion and delay does not outweigh the impact to the neighborhood. Such an overpass may also be counter to recommendations in the *Downtown Plan*

Denny Regrade Urban Center Village
Draft Neighborhood Plan

that sought to "de-emphasize the use of Alaskan Way by through traffic between the Ferry Terminal and Pier 70." (City of Seattle, December 1995, Policy 5, Implementation Guideline 1.E.)

Recommendation: Retain existing at-grade crossings of the railroad tracks.

Background

There are three at-grade rail crossing in addition to Broad Street: Wall Street, Vine Street, and Clay Street. These existing connections to the waterfront are important to the neighborhood for pedestrian, vehicular and future transit circulation. Closing these crossings to improve rail operations would adversely affect circulation for all modes of travel within the neighborhood.

Other recommendations related to street designations and vehicular access are listed below:

- Convert Sixth Avenue to a two-way street.
- Support multi-modal underpass of Aurora Avenue at Roy Street.
- Designate Clay Street, Eagle Street, and Bay Street as a Green Streets (see discussion in Green Streets section of plan).
- Extend Green Street designation on Vine Street to the Waterfront and to Denny Way (see discussion in Green Streets section of plan).

Non-Motorized Facilities

Non-motorized facilities include both pedestrian and bicycle facilities. Existing pedestrian conditions and recommendations are discussed in the Pedestrian Environment section of the plan. This section briefly presents some of the pedestrian recommendations because of their relationship to arterial designations and traffic volumes.

Existing Conditions

There are three types of bicycle facilities designated by the City of Seattle: bike trails, bike lanes, and commonly used bike routes. The only bike trail

in the area is Elliott Bay Trail through Myrtle Edwards Park. Bike lanes exist on Second Avenue. Commonly used bike routes include: Alaskan Way (the extension of the Elliott Bay Trail), First Avenue north of Blanchard Street, Third Avenue, Bell Street, Blanchard Street, and Western Avenue south of SR 99 (source: City of Seattle Data Viewer).

Goals and Objectives

The Seattle Comprehensive Plan promotes non-motorized modes of travel (bicycle and pedestrian) as alternatives to driving automobiles. The Comprehensive Plan's goals related to pedestrian and bicycles are the same as the neighborhood's. They are:

G20: *Increase walking and bicycling.*

G21: *Create desirable, safe, convenient environments that are conducive to walking and bicycling.*

The highest priority pedestrian and bicycle improvements are listed below.

Recommendation: Improve pedestrian crossings.

Intersections with the highest priority for improvement include:

3rd Avenue/Denny Way
2nd Avenue/Eagle Street/Denny Way
1st Avenue/Denny Way
Vine Street/Elliott Avenue,
Vine Street/Western Avenue,
Vine Street/Third Avenue
Third Avenue/Cedar Street
Bell Street/Western Avenue,
Lenora Street/Elliott Avenue, and
Broad Street/Alaskan Way.

Other locations should also be evaluated as pedestrian volumes and access needs increase.

Denny Regrade Urban Center Village
Draft Neighborhood Plan

Background

Four of the five intersections with the highest priority for improvement are located on Western or Elliott Avenues. Table 2 in the *Vehicular Access and Circulation* section shows that these have the highest traffic volumes of any street in the neighborhood. The high traffic volumes make pedestrian crossings at these unsignalized intersections very difficult.

Improvements are likely to vary by location and will require further evaluation to determine the best option for each of the locations. Possible improvements could include: constructing curb bulbs that narrow the crossing distance and improve the sight lines between pedestrians and motorists; installing actuated beacons that flash when a pedestrian is crossing (the City of Kirkland has recently installed flashing beacons set into the pavement at some of its crossings of major arterials); and/or installing a pedestrian signal.

Recommendation: Create bicycle trails or provide bicycle lanes on key streets.

Background

The highest priority for a bicycle trail is to complete the connection between the Elliott Bay Trail with the trail along Alaskan Way. Priority for bicycle lanes include: Fourth Avenue, Vine Street, Clay Street, Lenora Street, Bell Street, and Blanchard Street. The current Downtown Plan lists Third Avenue as a "bike corridor" between Seattle Center and Downtown. The neighborhood recommends against providing bike lanes on Third Avenue because it is the neighborhood's highest priority for a transit and pedestrian corridor.

Other recommendations for pedestrian improvements are listed below. Further information about these and other improvements is provided in the Pedestrian Environment section of this plan.

- Improve alley conditions for pedestrian and bicycle usage.
- Improve and enhance pedestrian connections between the Regrade, the waterfront, and Myrtle Edwards Park.

- Improve pedestrian connections between the Regrade and the Seattle Center.
- Improve street lighting. The highest priority is Third Avenue.

Parking

Existing Conditions

Most of the on-street parking in the neighborhood east of First Avenue and south of Bell Street is regulated by parking meters. The vast majority of these are two-hour meters, although there are some 30-minute and 15-minute meters located where adjacent businesses have requested them. West of First Avenue and north of Bell Street, the parking is either unrestricted (no signs or meters), or regulated with two-hour or four-hour parking signs. This section of the neighborhood also has some two-hour meters along Western Avenue and along Alaskan Way. The City of Seattle's current policy is to obtain approval of property owners and/or tenants along a street frontage before changes to parking along that street are implemented. Typically, 60% of the property owners/tenants must agree to the revision.

There are also more than 60 surface parking lots in the neighborhood. These lots provide parking for neighborhood businesses and residents, and may also serve as remote parking locations for downtown.

Goals and Objectives

The Seattle Comprehensive Plan includes goals and policies for parking. The goals and policies relate to mobility needs as well as the role of parking availability in influencing citizens' mode choice. The introductory discussion in the Comprehensive Plan's Parking section includes the following summary:

Long- or short-term parking is part of every car trip, and is a key factor in the choice of mode for a trip. The availability and price of parking influences people's choices about where to live, work, shop, and conduct personal business.

Denny Regrade Urban Center Village
Draft Neighborhood Plan

Parking policies can influence car use; the challenge is to provide enough parking to meet mobility and economic needs, while limiting supply to encourage people to use non-auto modes.

The Comprehensive Plan's goals related to parking are:

- G15: *Provide enough parking to sustain the economic viability and vitality of commercial areas while discouraging commuting by single-occupant vehicle (SOV).*
- G16: *Reduce use of cars over time, particularly for commute trips.*
- G17: *Make the best use of the City's limited street space, seek balance among competing uses, and protect neighborhoods from overflow parking.*

The goals of the Denny Regrade are to provide the parking needed to sustain both the residential and commercial needs of the neighborhood without becoming a remote parking area for the rest of downtown Seattle. The neighborhood also recognizes that the existing surface parking lots in the neighborhood provide parking for many residents and businesses that do not have their own on-site parking. Loss of this parking as surface lots are redeveloped could adversely impact existing residents and businesses in the neighborhood. The priorities for parking should be for business customers and residents. Long-term parking by SOVs should be discouraged.

Many of the recommendations related to parking in the Denny Regrade would change existing policies and codes related to parking. Further information about the policy changes is provided in the *Land Use* section of the plan. The highest priorities related to parking are listed below:

Recommendation: Develop a car co-op for the Belltown area.

Background

Car co-ops or car sharing programs have been established in the Cities of Portland and Vancouver, B.C. They are essentially cooperatives through which members have access to jointly-owned vehicles. King County/Metro is currently evaluating car sharing programs; it may provide some seed money to establish such a program in the Seattle area. The co-op could be coordinated with similar programs being considered in other nearby neighborhoods such as Queen Anne and the Denny Triangle neighborhoods.

Recommendation: Eliminate unrestricted on-street parking spaces.

Background

Many of the streets in the neighborhood have unrestricted (unsigned/unmetered) parking. Most of this unrestricted parking is located west of First Avenue and north of Bell Street. Installing signs with "2-hour" parking limits between 9:00 A.M. and 6:00 P.M., or installing meters, would increase parking turnover for customers and reduce use of these spaces for long-term employee and resident parking.

Recommendation: Extend meter operating hours to 9:00 P.M. along the key night-time activity streets.

Background

Some night-time businesses in the neighborhood, such as restaurants, may benefit by having some of the parking meters enforced after 6:00 P.M. Extending the meter hours (and enforcing the extended hours) would prevent neighborhood residents from parking at prime on-street parking spaces, and increase meter turnover between 6:00 and 9:00 P.M. Higher meter turnover in the evening would increase the amount of parking available for customers.

Recommendation: Institute residential parking zones on streets with little commercial activity.

Background

There are many existing residential buildings in the neighborhood that have little or no off-street parking. Parking for these residents could be provided with a residential parking zone (RPZ). An RPZ is established in a

neighborhood to discourage long-term parking by non-residents on residential streets. It is appropriate where parking congestion in residential areas is being caused by a nearby business or institution such as a hospital or school. An RPZ will not ease congestion when it is caused by residents themselves owning more cars than there are parking spaces available. Establishment of an RPZ requires approval of 60% of the property owners/tenants along a street.

RPZs could be considered in the Denny Regrade along streets where there is little commercial activity and a low demand for customer parking. The RPZ should also allow two-hour parking for vehicles that do not have a valid RPZ permit which would provide short-term parking for customers and visitors.

Recommendation: Reduce parking rates for short-term, off-street parking.

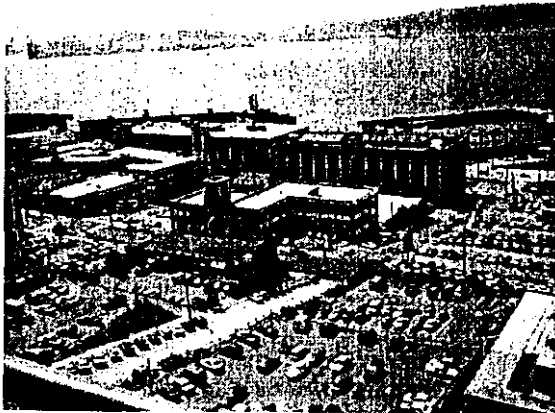
Background

Current rate structures for short-term off-street parking lots are not competitive with on-street meters. Changing the rate structure to encourage short-term parking may increase utilization of the off-street parking lots and increase parking turnover. Because of this, several locations where parking rates were changed to favor short-term parking (such as downtown Portland) have reported an increase in parking revenue even when additional staffing for the parking lots was required. Rates that favor short-term parking would also discourage parking lots in the neighborhood from becoming satellite parking for downtown Seattle.

Recommendation: Encourage replacement of public parking spaces when surface parking lots are redeveloped.

Background

There are over 60 off-street, surface parking lots in the neighborhood that could be redeveloped. Loss of these lots could adversely affect residents and businesses that do not have their own on-site parking. Developers should be encouraged to replace existing off-street parking for short-term customer parking and resident parking. Development or financial incentives may be needed in areas where the revenue from this public parking would not cover the cost of constructing it.



Other recommendations for parking are listed below. Some of these are also described in the *Land Use* section.

- Support establishment of a “downtown parking fund,” as designated in the Downtown Plan, that would facilitate the construction of parking garages.
- Allow “principal parking” in the Denny Regrade that would allow developers to replace existing public parking in a garage when a site is redeveloped.
- Increase the allowable distances between shared parking locations to greater than the existing 800-feet allowed. The City of Seattle should perform a study to determine the appropriate distance.
- Allow excess parking in a residential parking garage to be leased to people who are not tenants of the building.

Freight Access

Existing Conditions

The Denny Regrade has a good system of alleys that provide freight access and services such as garbage collection. There are also existing loading zones on most streets in the neighborhood.

Goals and Objectives

One of the two freight-related goals in the Comprehensive Plan applies to the Denny Regrade:

G22: Preserve and improve commercial transportation mobility and access.

The other goal relates to Seattle's role as a national and international gateway. The neighborhood's goal related to freight access is to maintain truck access to businesses and residents in the neighborhood.

The highest priority related to freight access is:

Recommendation: Retain alleys for freight deliveries and garbage pick-up.

Background

The existing alley system is the best location for truck loading and other service functions such as garbage collection. In some locations, the alleys have already been eliminated by full-block development. The alleys also need to be kept clear of obstacles (e.g., dumpsters, parked cars, etc.) that would prohibit truck access.

Other recommendations related to freight access include:

- Consolidate loading zones. Many streets in the neighborhood have more than one loading zone. These should be evaluated to determine if they are adequate to serve the existing demand, if two or more loading zones could be consolidated, if a loading zone could be

relocated to the end of a block or adjacent to an alley, or if a loading zone could be eliminated.

- Enforce commercial vehicle loading zones. Almost all loading zones in downtown are designated for commercial vehicles. However, there are many vehicles with commercial plates that are not trucks. When these vehicles are parked in the loading zones, the trucks must find other places for loading/unloading activities or circle the block. The city should establish policies that would prevent passenger automobiles from using commercial loading zones.

Table A. Existing Transit Routes in the Denny Regrade Neighborhood

Route	Subarea Covered	Stops
1	Queen Anne, Downtown Seattle, First Hill	3rd
2	Queen Anne, Downtown Seattle, First Hill, Pioneer Square	3rd
3, 4	Queen Anne, Downtown Seattle, First Hill, Jackson Park	3rd, 4th
6	Bitterlake, Green Lake, Shoreline, Downtown Seattle	Blanchard, Cedar, Wall, 5th, 3rd
8	Rainier Valley, Capitol Hill, Downtown Seattle, Queen Anne	Denny, 2nd, 4th
10	Capitol Hill, Downtown Seattle	Cedar, 2nd, 4th, 5th
15	Downtown Seattle, Queen Anne, Ballard, Crown Hill, Blue Ridge	1st
18	Downtown Seattle, Ballard, Loyal Heights, North Beach	1st
19	Downtown Seattle, Magnolia	Denny, 2nd, 4th
21	Downtown Seattle, Harbor Island, Fauntleroy, Rox Hill, Arbor Heights	Cedar, Stewart, Virginia, 1st, 2nd, 3rd, 5th
24	Downtown Seattle, Magnolia	Denny, 2nd, 4th
25	Downtown Seattle, Eastlake, Montlake, University District, Wedgwood, Lake City	Stewart, Virginia, 3rd
26	Downtown Seattle, Fremont, Wallingford, Greenlake	Battery, Stewart, Virginia, 2nd, 4th
27	Downtown Seattle, Magnolia	Denny, 2nd, 4th
28	Denny, Green Lake, Hill, Rainier	Denny, 2nd, 4th
36	Downtown Seattle, Beacon Hill, Jefferson Park, Rainier Beach	Blanchard, Lenora, 3rd
37	Downtown Seattle, Harbor Island, West Seattle	3rd, 4th
39	Downtown Seattle, SODO, Beacon Hill, Seward Park, Rainier	Denny, 2nd, 4th
47	Downtown Seattle, Rainier Beach	Cedar, Stewart, Virginia, 1st, 2nd, 3rd, 5th
54	Downtown Seattle, West Seattle	3rd

55	Downtown Seattle, West Seattle	Virginia, 4th
56	Downtown Seattle, SODO, West Seattle	Virginia, 4th
70	Downtown Seattle, Eastlake, University District	Stewart, Virginia, 3rd
73	Downtown Seattle, Eastlake, University District, Maple Leaf, Jackson Park	Stewart, Virginia, 3rd
81	Downtown Seattle, Queen Anne, Ballard, Lloyd Heights	Stewart, 1st, 4th
82	Downtown Seattle, Fremont, Wallingford, Greenlake, Rainier	Stewart, 1st, 4th
83	Downtown Seattle, Eastlake, University District, Maple Leaf, Rainier	Stewart, 1st, 4th
84	Downtown Seattle, First Hill, Madrona, Madison Park	Cedar, Stewart, 1st, 4th, 5th
85	Downtown Seattle, SODO, West Seattle, White Center	Cedar, 1st, 4th, 5th
109	Downtown Seattle, Mercer Island, Renton	Lenora, Virginia, 2nd, 4th
111	Downtown Seattle, Newport Hills, Renton, Maplewood	Bell, Virginia, 2nd, 4th

Table A (continued). Existing Transit Routes in the Denny Regrade Neighborhood

113	Downtown Seattle, White Center, Shorewood	No Map, stops at 2nd/Blanchard
114	Downtown Seattle, Southcenter, Newdort Hills, Renton	Ball, Virginia, 2nd, 4th
116, 118, 119	Downtown Seattle, West Seattle, Fauntleroy, Vashon Island	Stewart, 4th
130	Downtown Seattle, SODO, Georgetown, Boeing, Burien, Normandy Park	Blanchard, Stewart, 4th, 2nd
132	Downtown Seattle, SODO, Boeing, Burien, Normandy Park, Rainier	Blanchard, Stewart, 4th, 2nd
135, 138	Downtown Seattle, White Center, Burien	Stewart, 4th, 2nd
143	Downtown Seattle, Renton, Maple Valley, Blaine, Duwamish	Stewart, 4th
152	Downtown Seattle, Auburn, Fremont	Lenora, 2nd
160	Downtown Seattle, Tukwila, Kent	No Map, stops at 2nd/Virginia
163	Downtown Seattle, Tukwila, Kent	No Map, stops at 2nd/Virginia
170	Downtown Seattle, SODO, Boeing, Riverton Heights	No Map, stops at 2nd/Virginia
174	Downtown Seattle, SODO, Boeing, Sea-Tac	Stewart, Virginia, 4th
175	Downtown Seattle, SODO, Boeing, Sea-Tac	Stewart, Virginia, 4th
184	Downtown Seattle, SODO, Boeing, Sea-Tac	Stewart, Virginia, 4th
191	Downtown Seattle, SODO, Riverton Heights, Midway	Stewart, Virginia, 4th
202	Downtown Seattle, Mercer Island	Stewart, 5th
210, 215		Lenora, Virginia, 2nd, 4th
268	Downtown Seattle, Redmond, Rose Creek	Stewart, 4th, 2nd
304	Downtown Seattle, Richmond Beach	Stewart, Virginia, 3rd, 5th
355	Downtown Seattle, Shoreline, Greenwood, Fremont, Queen Anne	Blanchard, Wall, 3rd, 5th
359	Downtown Seattle, Bitterlake, Shoreline, Greenlake	Blanchard, Cedar, Wall, 3rd, 5th